

The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 30.02

(ESTABLISHED 1881.)
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August 17, 1913, Temperature a.m. 80, p.m. 90, Humidity...92, 73.

August 17, 1912, Temperature a.m. 70, p.m. 87; Humidity...35

9174 晚七十月七年丑癸

MONDAY, AUGUST 18, 1913.

一拜禮 號八十月八年亥癸

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TELEGRAMS.

BALKAN AFFAIRS.

BULGARIA NOT CRUSHED.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 17.
Reuter's correspondent has arrived at Sofia from Bukharest, and says that demobilisation is in full swing. At every station in the field the trains are crisscrossed with the disarmed soldiers, who all looked well and were in excellent spirits, giving no impression of a beaten Army. On the contrary, their bearing was most soldierly and disciplined. Among the Army there is great bitterness against Roumania, whose intervention, they declare, has reduced Bulgaria to impotence.

Position Favourable.
The foreign Military Attaches seem to think that the position of the Bulgarians when the armistice was concluded was decidedly favourable. They were actually in the process of out-flanking the Greek Army, which in a couple of days would have been enveloped and forced to retreat.

The scenes at the country stations, and in Sofia, betoken a spirit of the nation rising against her misfortunes.

The people are hailing the troops with great patriotic enthusiasm.

Popular Reception.
When the troops of the Sofia division returned they were welcomed by large crowds, who showered flowers over them.

King Ferdinand was crowned with a wreath of leaves as he rode at the head of a number of high officers, who were similarly wreathed.

Cholera.
London, Received Aug. 18.
Cholera appears to have broken out in various places in Bosnia. Six deaths and a number of suspicious cases are reported.

There are numerous cases of cholera among the returned Roumanian troops, while the Montenegrin troops are being detained at the frontier owing to the prevalence of the same disease.

Bulgarian Protest.
Reuter's correspondent at Sofia states that Bulgaria has presented a Note to the Powers stating that the Turks are marching towards Atraj and Gümülcine. The Note declares that it is iniquitous that the Treaty of Bukharest should oblige Bulgaria to demobilise while the Turks are permitted to interfere with impunity one of the fundamental dispositions of the Treaty of London. The Note urges the Powers to prevent the continued presence of the Turks on the Bulgarian side of the Enos-Midia line.

NEW YORK GOVERNORSHIP.

MR. SULZER OBSTINATE.

London, Received Aug. 18.
Reuter's correspondent at Albany says Lieutenant-Governor Glynn of New York has called upon Governor Sulzer to surrender executive authority. Governor Sulzer has locked the doors of the Capitol and placed numerous guards over them. He has proposed that he and Mr. Glynn should prepare a statement of the case for presentation to the Courts, and this will probably be done.

London, Received Aug. 17.
Lieutenant-Governor Glynn has declined to submit the question to the Courts, and declares his intention to perform the functions of Governor.

LONDONDERRY QUIET.

London, Received Aug. 18.
Londonderry is quiet on the arrival of the troops.

TELEGRAMS.

CANADIAN CYCLONE.

WHEAT CROPS DAMAGED.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.
A message from Reuter's correspondent at Winnipeg states that a cyclone has swept the North-West over an area 100 miles wide and 700 miles long.

The damage done to the grain-fields in Manitoba and part of Saskatchewan is very heavy, many barns and granaries being unroofed and overruled.

London, Received Aug. 17.
Later details received regarding the cyclone considerably modify the reports of the damage done. Though the crops have been flattened, the grain is only in the milk stage and may recover under a hot sun, in which the loss would be fractional; also, the downpour should make the yield greater.

SAN FRANCISCO EXHIBITION.

GERMANY'S POSITION EXPLAINED.

London, Received Aug. 13.
The semi-official newspaper "Norddeutsche" says that the German Government, which approached the question of participation in the San Francisco exhibition in the friendliest way, did not reach a decision not to participate with a light heart, but the Government has to reckon with the reluctance of German commercial circles, which was due to a general weariness of exhibitions. The inauguration of the Panama Canal would probably afford a fitting opportunity of showing the interest of Germany in this mighty achievement, for which the world was indebted to the United States.

VANCOUVER UNREST.

FURTHER RIOTING.

London, Received Aug. 18.
Grave unrest continues in Vancouver. There has been further rioting in South Wellington, where several residences have been burned and non-Unionists ejected from their homes.

A systematic arrest of all agitators begins to-morrow (Monday). There are at present a thousand troops in the disturbed area. The Laborites throughout the province are protesting against the despatch of the Militia.

MEXICAN AFFAIRS.

AMERICAN OFFICIAL ATTACKED.

London, Received Aug. 17.
Reuter's New York correspondent says, telegram from Mexico states that most of the newspapers violently attack Dr. Hale, who has been in Mexico some months before Mr. Lind for the purpose of informing President Wilson of the situation. Dr. Hale has received dozens of warnings of his danger of arrest and expulsion.

MRS. PANKHURST.

London, Received Aug. 17.
Mrs. Pankhurst has gone to France to undergo a cure.

TELEGRAMS.

CHESTERFIELD.

THE RIVAL CANDIDATES.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.
Mr. Asquith has telegraphed to Mr. Konyon, the nominee of the Miners' Federation and the Dockers' Union, wishing him success in the Chesterfield by-election.

The Miners' Federation Executive have repudiated Mr. Konyon whom the Derbyshire miners are supporting.

A split among the miners on the subject of Liberalism and Labour is expected.

Mr. Bonar Law, in a message to Mr. Christie, declares that the Government are afraid to interfere with the open organisation of Ulster to resist Home Rule because the majority of people in Great Britain would support Ulster in resisting.

A later telegram states that Messrs. Konyon, Christie, and Scarr (Socialist) have been duly nominated at Chesterfield.

WATERPLANE RACE.

ROUND GREAT BRITAIN.

London, Received Aug. 16.
Amid sunshine and calm the "Daily Mail" waterplane race for £5,000, confined to machines with British engines, commenced on Saturday.

Mr. Hawker, on a Sopwith biplane, left Southampton, cheered by throngs of people, on the 1,800 mile course round Great Britain, via Remegate, Yarmouth, Aberdeen, Cromarty, Oban, Dublin, and Falmouth. Flying high and fast, he was again cheered at the various coast towns.

Mr. McClean, the only other competitor, starts later in the afternoon.

London, Received Aug. 17.
A later message says that Hawker arrived at Yarmouth in four and a half hours. McClean is expected to start on Monday.

HOME CRICKET.

LATEST RESULTS.

London, Received Aug. 17.
Kent drew with Somerset at Taunton.

Hants beat Sussex at Southampton by five wickets.

Leicestershire defeated Worcestershire at Worcester by eight runs.

Lancashire beat Middlesex at Liverpool by an innings and 11 runs.

Gloucestershire beat Warwickshire at Cheltenham by 247 runs.

Yorkshire beat Surrey by an innings and 19 runs at the Oval.

THE DAVIS CUP.

SEIZED BY CUSTOMS OFFICERS.

London, Received Aug. 17.
Customs officers at New York seized the Davis Cup, when the victorious American tennis players arrived, and refused to return it till the duty was paid, declaring that the cup became foreign property when the Englishmen won it.

BOXING.

P.O. CURRAN BEATEN.

London, Received Aug. 17.
Reuter's Sydney correspondent says Bill Lang defeated Petty Officer Curran on points in a twenty-round contest.

TELEGRAMS.

VENEREAL DISEASES.

AN IMPORTANT REPORT.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

It appears that there has been a Local Government Board Enquiry into venereal diseases at the instance of Mr. John Buras during the past year.

The report was issued on Friday evening.

It expresses disapproval of notification as tending to concealment and delay in treatment, and hopes that the operation of the Insurance Act will lead to the detection of much of the disease hitherto neglected. It further says that the disease could be made outstanding if early recourse to skilled treatment could be made the rule instead of the exception. This result was impossible unless a more frank attitude on the whole subject is adopted, and the importance of its public health aspect realised.

THE TYPHOON.

(Continued from Page 4)

Exciting experiences fell to the lot of a party of local yachtsmen who went out for a week-end trip on Saturday afternoon. In all there were six yachts, and all but two got into difficulties, three being driven ashore at Tai Pak (Discovery Bay), where they still lie. The yachts and the gentlemen in charge of them were: "Scottenden" (Mr. D. K. Blair), "Evelyn" (Mr. G. G. Weid), "Bat" (Mr. Orchard), "Beatrice" (Mr. J. A. Dove), "White Rose" (Mr. Ainsley), and "Scoundrift" (Mr. Delaney).

The party set out from Hongkong at about 3 o'clock on Saturday afternoon, and on passing Green Island no typhoon signs were showing. On the starboard bow they close-hauled at Kowloon Island, when, shortly red after five o'clock the signals were observed on Green Island. Five minutes afterwards a heavy squall was encountered, accompanied by thunder, lightning and heavy rains. Sail was hauled down and the craft ran before the gale, the yachtsmen subsequently finding themselves three or four miles out of their courses. The squall then cleared and after a pleasant sail Discovery Bay was reached. At about 10 p.m. a stiff breeze sprang up, and the Scottenden let out her starboard anchor with seven fathoms of chain in two fathoms of water. She then hauled up and let go her port anchor, running out twelve fathoms on the starboard and ten on the port, but she held her ground until five o'clock the following afternoon. At 4 a.m. the Bat was seen to be in difficulties; she was drifting in shore and her occupants began waving lanterns as a signal of distress. The Scottenden accordingly put out a dinghy, in charge of Mr. Goulton and a Chinese boy, to render assistance. Those in charge of the dinghy managed to get the Bat's head round to the wind and towed the vessel a little way from shore. Then the crew of the Bat hoisted the jib and attempted to get up their mainsail, when the dinghy left her, thinking she was safe. Just afterwards, however, a fresh sea sprang up, and the Bat was carried high and dry into a paddy field, where she remains.

At daylight the crew of the Scottenden awoke to find the Evelyn in difficulties, but she later got under way with three reefs in her mainsail and was towed to safety. In the meantime Messrs. Storie and E. G. Edwards put off in a dinghy and brought off Messrs. Orchard and Brotherton from the shore, taking them on to the Scottenden.

TELEGRAMS.

HARRY THAW.

ESCAPES FROM ASYLUM.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

Reuter's correspondent at New York states that Harry Thaw, who was convicted of the murder of his wife's lover in 1908 after a sensational trial, has escaped from the Criminal Asylum at Matteawan (to which he was afterwards committed) in an automobile. The keepers are pursuing him.

The chapter of misfortune was not yet ended, for at 11 a.m. the "Scoundrift" was found to have broken her anchor chain. She got up her jib and made for a creek round a prominence, which she managed to reach before having her jib blown away. She was, however, driven high ashore and will have to be sternly craned off from where she now lies. About an hour afterwards the "White Rose" broke away from her anchor, which weighed over 100 lbs., and was driven on to the rocks close to the "Scoundrift."

Subsequently the Scottenden took the crew off a shipwrecked junk, together with their belongings, and brought them to Hongkong this morning, sending them over to the crew of the "White Rose." The junk also brought to Hongkong all the European crew of the shipwrecked yacht.

The "Beatrice," a small boat of the Geel class, marvelously rode right through the storm, and sailed home accompanied by the Scottenden this forenoon.

We have subsequently learned that the Evelyn attempted to make for Kowloon, but was driven on the south-side of Lantau, where she lost both anchors. She, however, got away this morning and arrived safely in Hongkong.

SCENES IN HONGKONG.

The scene on the Hongkong side of the harbour was sufficient to enable a griffin to understand the terrors of a real typhoon without the exhibition being fought with the calamities attendant upon the actual article. True, a very fair amount of damage was done, but none seemed to call for very special regret, save that occasioned by any ordinary scene of destruction. The first hard blow came at about twenty minutes to four in the morning when a sudden squall rattled cressments, shook a few tiles off godowns and Chinese houses and gave robustness to the promise of developing terrors. Headless people, who had not battered down their premises over night, were busy fastening shutters and, save for gusts of howling wind and an occasional clatter of falling glass, things soon were quiet again.

There was not a great deal of shipping in the harbour, and only an odd junk or two had left the signals of the night ignored—most of these were quite suitably rewarded by the elements, before the blow ceased. The "white horses" on the water increased in size and frequency, and the tide rose until the level of the Fraya wall was reached. Had it stopped there many of the wildly existing scenes, that were witnessed, would never have occurred, but the larger sea and fill of the waves created a considerable wash over the whole of the sea front, that by nine o'clock great stretches were under water and rendered impassable, not only by the depth of water, but also by the huge volumes of spray, which the wind carried across the Fraya. Tonnages off the front were flooded and outside No 2 Station, the police had a hard job clearing a drain, the defect of which had caused flooding of a considerable portion of Wanchai Road.

TELEGRAMS.

AGAINST HOME RULE.

FUNDS FROM OVERSEAS.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

The Unionist Headquarters at Belfast have received letters from Orangemen in Vancouver enclosing £210 sterling, and from Melbourne enclosing £200 as contributions to fight against Home Rule.

Houses Flooded.

Houses between this thoroughfare and the sea were flooded to a very great extent; the pavement and basements of the houses, being considerably below the level of the road, retained the water and held it to a depth of over two feet. The front of the house in this particular neighbourhood to preserve their lives and possessions was more frantic than effective, though a few of the most valuable goods were carried off bodily to places of safer refuge.

At this time, there was plenty of wind, but little rain, and any one not afraid of wet shoes, and able to avoid the occasional downfalls of spray, could find most of what was happening without too great inconvenience, and even with some enjoyment, if anyone could enjoy "this fierce and elemental strife." East of the Naval Yard matters were fairly quiet, for the greater part, but at the bottom of Arsenal Street, a pile of wreckage—a large piece of mast was at the junction with Queen's Road—told an eloquent tale of the fate of a junk. A little distance away a lighter, with a crane on board, and vertical engine had sunk, only the boom and top of the engine showing above the water. This is the second time this particular vessel has sunk within the fortnight, but on this occasion, it was the most graceful method it could have adopted to avoid destruction, for, had it floated, its fate would have been that of the junk.

Blake Pier Threatened.
Past the naval yard the next item of interest was the H.K. C.C. field. Here the ground was strewn with leafage stripped from the trees, while the concert platform had collapsed as though it had received a lusty push on one corner. This is the first serious blow that the Star Ferry Pier has had to face, and it stood the test well, though suffering some slight damage, from a loaded lighter alongside. Blake Pier was not in so safe a condition, for on the eastern side an iron hull was pounding away with what result it was not clear, though, later, it was cleared in such a manner that little or no damage was done to the structure.

The kiosk at the entrance to the Pier was no longer in its accustomed position, but was right-and-up, at the corner of the Government Building, it having been removed before the storm. It was just past here that a European lady and gentleman almost became as leaves in a gale, as the wind robbed them, for a moment, of all volition as to the course they would take. They were swept along quite merrily and while they kept their feet, it was an absolute fore-up whether they would land in the harbour, or be deposited in the flooded side walk. The gust, however, subsided, having taught them to be not quite so venturesome.

Filmsy Chinese Structures.
Long before the Harbour Office was reached, huge lumps of stone were to be noticed on the road. If they got where they were, by human agency, the purpose of their presence was not clear, but if they were deposited.

(Continued On Page 10.)

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mrs. Parkhurst has gone to France to undergo a cure.

Bill Lang has beaten Petty Officer Curran on points at Sydney.

Harry Thaw has escaped from the Criminal Asylum at Matteawan.

Three candidates have been nominated for the Chesterfield bye-election.

Grave unrest continues at Vancouver, further serious rioting being reported.

North West Canada has been swept by a cyclone which did much damage to the grainfields.

The disbanded Bulgarian troops are in excellent spirits and give no impression of a beaten Army.

The "Daily Mail" waterplane race round Britain began on Saturday over a 1,800 mile course.

Bulgaria has protested to the Powers at Turkey's alleged infringement of the Treaty of London.

The New York Customs officials have seized the Davis Cup and will not return it until the duty is paid.

The "Norddeutsche" explains at length why Germany refrains from participating in the San Francisco Exhibition.

A Local Government Board report on venereal diseases disapproves of notification as tending to concealment and delay in treatment.

Foreign military attaches say that the position of the Bulgarian Army was decidedly favourable when the armistice was concluded.

On the return of the Sofia Division of the Bulgarian Army flowers were showered on the troops and the King crowned with a wreath of leaves.

LOCAL.

On Saturday the Kowloon C.C. were "at home."

Full details of yesterday's wind-storm appear elsewhere in this issue.

The first Interport swimming tests will be held this evening at the V.R.C.

Our special correspondent at Canton says that everything there is peaceful and orderly.

Salvation Army.

Commissioner George Scott Raitton, whose death is reported from the Continent, was an old member of the Salvation Army, which he joined in 1873, when it was still known as the Christian Mission. He wrote the official life of the late General Booth, a widely-known book, and his last book, "Some Prophecies Fulfilled," only appeared last month.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.

Bijou Scenic Theatre, 9.15 p.m.

Saturday, August 23.

Third Pagal Gymkhana.

Tuesday, September 2.

Arrival of H.M.S. Alacrity, on board, 11 a.m.

Arrival of H.M.S. Hardy and Janus 11 a.m.

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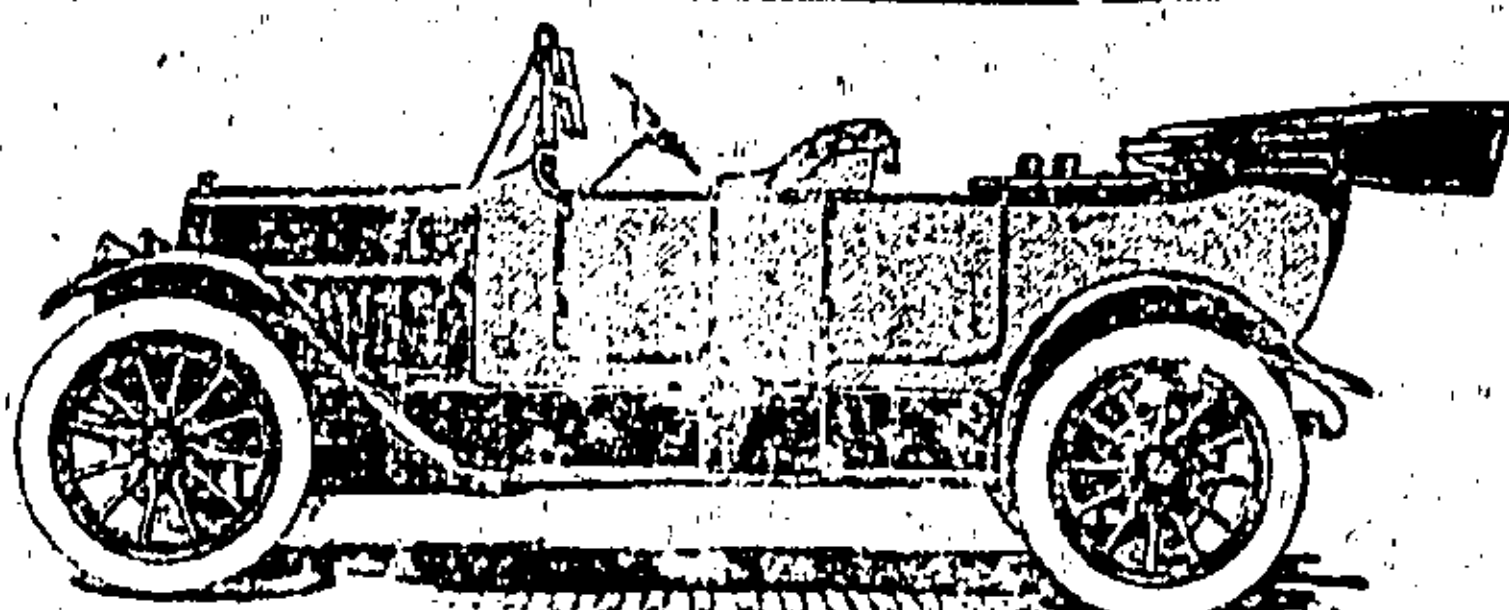
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Hongkong, 1st Aug., 1912. [65]

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guests.
Hongkong, 1st Feb., 1912. [132]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging
11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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OUR
CONTEMPORARIES.

China Mail.

The Revolt.

No news of any importance has
been telegraphed from the North
to-day with regard to the Revolt,
so it may be assumed that the
situation is much the same as it
has been during the past few days.
Since the fall of the Woonung
Fortifications, the Northerners
have apparently concentrated their
forces at Nanking, which, as
already reported in our columns,
has again declared her "inde-
pendence." It is a forlorn hope,
as it can only be matter of a few
days before the Government
troops recapture the city and dis-
perse the recalcitrant rebels.
Shanghai is now assuming a
normal aspect, and to all appear-
ance the so-called Punitive Force
has been all but vanquished, its
main body having been largely
dispersed and its leaders in Japan
and elsewhere as refugees. It has
been a ghastly failure so far as
Dr. Sun Yat Sen, Huang Hsing,
ex-Viceroy Shum, Chan Kwing
Ming and other less known
leaders are concerned.

Daily Press.

China Tea Trade.

The recently published Consul-
ar Report on the Trade of Hankow
in 1912 contains the following in-
teresting particulars of an attempt
to revive the tea trade of Hunan
and Hupeh:—"The authorities
appear to be at length waking up
to the danger of extinction which
threatens the tea trade of Han-
kow, which with Kiuikiang is the
chief producing centre remaining
in China. It is long since primi-
tive methods and the policy of
laissez faire have relegated the
teas of China to a position in the
world's markets inferior to those
of Ceylon and India. Russia re-
mains the only country in which
China teas can be said
to be predominant, and if
present conditions continue,
the loss of this market also can
only be a question of time. The
Hunan Government has now
devised a scheme, the principle
of which is to induce an improve-
ment in the quality by limiting
the quantity of tea for export.
This is to be effected by establish-
ing a monopoly embracing the
packing and the marketing of the
finished article to the foreign-
buying buyers at a fixed price.
A liberal schedule of fees payable
by the Chinese hongs engaged in
the trade is of course added to
bring grist to the official mill. It
would be unfair to deny any
motive to the officials responsible
for it except that of collecting
revenue, but it is quite certain
that the proposal will not achieve
its avowed object of improving
the quality.

South China Morning Post.

The New Regime in Canton.

Canton, especially the mercan-
tile community whose interests
have been at stake in the struggle,
owes Governor General Lung
Chi-kwong a deep debt of
gratitude. A lessable man might
have made matters worse than
they have been. The truth of this
is evidenced by the utter failure
of the aspiring Tutuhs to control
their men in the hour of crisis in
contrast to the confidence exist-
ing between the new Governor
General and the gallant little
army of disciplined troops he
brought with him from Kwangsi.
Governor General Lung harbours
no feeling of revenge against the
troops who have opposed him.
He is sufficiently broad-minded to
acknowledge that, left to their
own devices and with ideas of
antipathy instilled into their
minds by officers who had desert-
ed, little better than mutiny and
looting could be expected of the
Governor's troops.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, MONDAY, AUGUST 18, 1913.

A NOTEWORTHY SPEECH.

All who are in any way interested in trade conditions in the Far East invariably look to the periodical speeches to shareholders of the Hongkong and Shanghai Banking Corporation for authoritative and expert statements on the position of affairs in China. That they should do so is only natural when one contemplates the predominant position which this great banking institution occupies in the realm of Far Eastern finance, and considers the extent and intimacy of the relations between the Bank and the governmental life of China. The speeches generally take the form of a retrospect and a forecast, and in this latter respect occasion is usually taken to point out the dangers, as well as the hopes, which lie ahead. Too much significance cannot, therefore, be attached to these half-yearly utterances, which have a value not only to European trade in the Far East but also to the men who are at the head of affairs in Chinese political life.

Peculiar interest attached to the speech of Mr. Dodwell on Saturday in view of the present unrest throughout the Chinese Republic, and those who looked for comment on the new situation were not disappointed. In referring to the serious effect which the present trouble has had on business generally, the Chairman expressed a widely-held hope—namely, that these internal disturbances will speedily end. As he said, once there is a restoration of confidence and merchants are able to move goods with safety, there should be active trade in the Far East. Mr. Dodwell's statement of the aims and purposes of the Big Loan was clear and to the point. It showed how this latest advance of funds should help the Peking Government in carrying on the administration during the period of transition from a provincial to a centralised fiscal system—a most critical period in any country—and in many other important respects. Here the speaker touched upon the one great question of the hour in China—the task of financial reorganisation. All China's other problems are interwoven with this great issue, and Mr. Dodwell by no means overstated the case when he declared that upon the result of the efforts being made by the statesmen in Peking in this direction depends the whole future of China.

Some sound and wholesome advice followed this assertion, and we sincerely hope that "the younger politicians of China," as Mr. Dodwell termed them, will see the point of his remark that "the restoration of political cohesion and financial stability must outweigh and precede constitutional ideals." There is much concentrated wisdom in that telling phrase—wisdom which the new element in Chinese politics will do well to ponder over and absorb. It is another way of expressing what we have often urged in the past—that in the present crisis in China all parties must join hands on the essentials, leaving their differences as to forms of Government and the like for future and gradual adjustment. That is the only safe course to pursue. Any departure from it must inevitably mean the downfall of China. Hence it follows that they are the true patriots who adopt as their policy this line of action.

DAY BY DAY.

"He that loses his conscience has nothing left that is worth keeping. And in the next place look to your health and if you have it, praise God, and value it next to a good conscience."—Isaiah Walton.

The Mails.

French Mail of July 15.—Delivered in London on August 15. Canadian and Siberian Mails.—Due per s.s. Montague tomorrow.
Australian Mail.—Closes per s.s. Changsha at 5 p.m. tomorrow.
German Mail.—Closes per s.s. Prinzess Alice at 9 a.m. tomorrow.

Health Return.

There were 16 cases of plague reported during last week and 10 deaths, 17 cases of cholera and 11 deaths, four cases of diphtheria and one death. During the 24 hours ended noon on Saturday, two cases of plague were notified. The total for the year is now 303.

Benefit Concert.

A benefit concert is to be held at the R.E. Theatre, Wellington Barracks, to-morrow evening, at 9.15, on behalf of Sapper Rouse. It will be remembered that Sapper Rouse fell down a nullah and was severely injured, some time ago. As the result, he lost one of his legs, and his comrades arranged this concert on his behalf.

VICTORIA RECREATION CLUB.

Successful Aquatic Fete on Saturday.

At the Victoria Recreation Club on Saturday night an aquatic fete was held. There was a fairly good attendance and although it started to rain in the middle of the performance both competitors and spectators declined to be seriously disturbed. The Band of the 8th Rajputs was in attendance.

In the 75 yards handicap, L. C. R. Souza won the first heat by a length in 49.2 from H. J. White; and R. C. Wittell won the second heat by half a length in 48.4, from F. L. da Rosa. The final was won by Souza from Wittell, in 47.3, to the latter's 47.4. In the "Running Leader" Scaled Handicap G. E. Lacey was the winner with 39 points, and S. Jex second with 38 points.

In the "Ladies Nomination", Diving for Cups, all the competitors had to remain in the water for five minutes. A. E. Dunrich very cleverly producing a number of cups without having gone to the bottom, and secured the first prize. D. E. Carvalho obtained the second prize. The competitors arrived on the scene in fancy costume. During the fifteen interval the "Water Rats" headed by Mr. E. J. England gave an exhibition of excellent fancy diving.

The second part of the programme was opened by the 220 yards scratch, O. J. Cooke led during the first length but was caught by J. C. Finch who just managed to secure the race in the good time of 2.45. The Team Race in was won by that of J. C. Finch, A. A. Claxton's being second. The last item was the Water Polo Match between Messrs R. C. Wittell's Team (Whites) and A. A. Claxton's Team (Blues), which was won by the latter by one goal scored by J. C. Finch shortly after the start of the game. Whites then carried the ball into the enemy's quarters with good passing, and A. S. Ellis shot but the goal keeper saved. Ellis shot again soon after but the goalkeeper saved. Sawell then got the ball and passed well to Claxton who returned to Sewell, and a good try just missed Whites' goal. This was followed by passing on both sides until Finch made a good try but without avail. They played became very even on both sides Blues winning by 1 goal to nil.

Officials.

The officials were:—President, H. E. Sir Henry May, K.C.M.G.; Chairman, Mr. W. Logan. Starters: A. E. Alves, F. Lammett, Time Keepers: A. S. Ellis, T. Rowan, E. Frohlich; Water Polo Referee:—A. E. Alves; Umpire W. Logan. Judges: A. A. Alves, F. Lammett, A. Rodger W. Anderson G. L. Duncan, R. C. Wittell, G. Sewell; Competitors: Stewards: Crowther Smith, T. P. Landestry, F. Taylor.

The Christmas Box.

The recommendation of the Select Committee appointed to investigate the conditions of Post Office servants, that there be no abolition of Christmas boxes, may lead to some discussion. There was an outcry when the boxes were abolished, some two years ago, and it was felt in many quarters that a hardship had been inflicted upon postmen who were not too well paid at best. But they had themselves to blame; or rather, the whole body of postmen had to suffer from the greed of some of their number. The Christmas box was badly abused. It was not left to the generous householder, who could afford a gift, voluntarily to offer it. Many of the postmen asked for a contribution from every householder on their round, and were particularly forward, and even impudent, in their manner. Obviously, the Post Office could not tolerate that sort of thing, and the box was abolished. That, again, was somewhat unfair to people who wished to make a gift to postmen. It seems to us that the difficulty could be got over by making the taking of gifts legal so always the gift is not touted for. Touting should be a punishable offence.

Sportsmen will be vastly amused to read that the customs authorities at New York have declined to allow the Davis Cup to enter the United States until duty is paid. They argue that, since it was held by tennis players of another nation, it is foreign property and is dutiable. But surely it ceased to become foreign property, and belonged to America, the moment the American players won it. No one expects customs authorities to be sportsmen, of course, (while they are on duty, that is) but this seems to us to be straining the law. The purpose of the customs is to prevent manufacturers and others from passing in free goods on which a duty should be paid; but an international cup, which may be held by America one year and England the next, might be counted as exempt. If the Authorities are so particular over so trifling a matter, they could at least allow the cup to come into America under "Bond."

By this means the Government would be well protected against the loss the officials seem to fear. The point is, altogether, too fine a one. We fancy that the necessary duty will be paid, however; customs authorities, having once laid down the law, do not usually go back on their word.

CANADIAN FREIGHTS.

Government Control.

Ottawa, July 22.

The Canadian Government has decided to send a representative to England to discuss with the Imperial authorities the question of Government control of the charges made by shipping companies to the public for carriage of ocean-borne freight. The representative will leave for England on August 1. The negotiations were begun between Canada and the United Kingdom in February, 1910, but were dropped.

MISLEADING PROSPECTUS.

An Important Ruling.

The appeal of a subscriber to a rubber company to have his contract to take shares rescinded, and the money paid returned, on the ground that false statements were made in the prospectus, was heard in the House of Lords last month. The First Division of the Court of Session in Scotland had dismissed the action as irrelevant upon considering the plea of the company that the statements in the prospectus were not touched by the directors and that the truth or falsehood of the statements was therefore immaterial. Their Lordships allowed the appeal, with costs. The Lord Chancellor, with whom Lord Shaw and Lord Moulton agreed, pointed out that although the directors might have made it clear that the statements in the prospectus were not theirs, but those of another person who had reported on the yield of rubber, they nevertheless put forward those statements to induce the appellant to subscribe for shares.

THE TYPHOON.

CENTRE PASSES CLOSE TO THE COLONY.

Local Yachtsmen's Exciting Experiences: Three Yachts Driven Ashore.

It is seldom that Hongkong is seriously troubled with typhoons in August, but yesterday the colony had a narrow escape from being struck with the full force of one. The centre must have passed within 50 miles of the Colony, which was sufficiently close to give us a severe blow and to cause no inconsiderable amount of damage. The typhoon was one of which warning had been received from Manila as long ago as Wednesday morning last, when it was reported to be to the north-west of Yap. Since that time daily warning had been received here of its progress, and on Saturday at 9 a.m. it was located over or near Aparri (some 600 miles distant) moving W.N.W. Up to that time its rate of progress had been normal, but from thence onward its advance towards Hongkong became astonishingly rapid.

Signals Hoisted.

The first signals hoisted in Hongkong were at 5 p.m. on Saturday, in the form of the red south cone and drum indicating that the disturbance was to the south-east of the Colony more than 300 miles distant. At 10.50 p.m. the night signals were changed to indicate that the disturbance was within the 300 miles radius. At this time the wind was coming in heavy gusts, and, as the night wore on, it increased in fury and the barometer steadily declined. It became increasingly evident that the Colony was in for an unpleasant ordeal, and the worst fears were realised shortly after five o'clock on Sunday morning when the explosive bombs were fired to indicate that the Colony was in danger of being struck.

Fast Travelling.

At that time, according to the Director of the Observatory, the typhoon must have been situated about 150 miles south-east of the Colony, so that since 11 o'clock on the previous night its rate of progress must have been quite 25 miles an hour, which is phenomenally rapid travelling for a disturbance of this kind. From thence onward the conditions grew worse, until at 11.30 a.m. one gust of a velocity of over 100 miles an hour was registered, while the barometer had then fallen as low as 29.27.

The Director of the Observatory informs us that an advice was received this morning from Macao to the effect that at 2 p.m. yesterday the disturbances was E. S. E. the wind was blowing Force 11 (practically typhoon) and the barometer reading was 29.14. This reading was practically the same as that at Gap Rock at the same hour; this indicates that the typhoon must have passed to the west of Macao.

Never Known Praya So Flooded.

An Inspector of Police who has been in the Colony for twenty odd years informed a representative of the "Telegraph" that he has never known the Praya in the neighbourhood of Wan-chai to be so flooded, not even in the memorable typhoon of 1900. A junk sank opposite Messrs Jardine Matheson's sugar refinery, and near Arsenal Street, a lighter also went under to the fierce attack of the waves. The road between No. 2 Police Station and the sugar refinery, is badly up. Much wreckage is now lying at No. 2 Station. Through the falling down of a telephone pole near the City Hall a Chinese, named Lau Yi was so badly injured that he had to be taken to the hospital. One leg was broken and it is believed that the other is also broken. It was falsely reported yesterday that the man had been electrocuted. Two lighters broke away from the Naval Yard camber, one collided with the Star Ferry Wharf and the other with the Wardley Street Wharf. The crews to the number of eight, were rescued by Acting Lance Sergeant Marks and Acting Lance Sergeant Spillott.

QUIET IN CANTON.

Everything Peaceable and Orderly in the City.

(From Our Special Correspondent.)

Canton, Sunday.—There is practically nothing to be heard about Canton just now. Everything within the city is perfectly peaceable and orderly, and various Government officials who have been consulting yesterday and to-day are employed in the state-ments that peace is being maintained. Yesterday all the state artillery were expected to of the percussion pins of their by 1 p.m., and, by that time soon after, forty such pins handed over. A gunnery expert states, however, that six pins to each gun and that the number given in should have been nearer three hundred and forty. Those not produced are said to have been "lost."

The proclamation from General Lung demanding the pins concludes by expressing the hope that merchants and citizens will now be able to enjoy peace. To-day quite a considerable amount of merchandise has been removed from the Shameen godowns back to the city. The six cadets who were recalled from the British Yamen in the city returned last night. The native papers seem strong in their conviction that the storm has entirely blown over. On Friday there was the usual scare but no harm was done.

One Chinese gentleman who has a grasp of the situation maintains that many of the scare-mongers have been intentionally spread by the coolie fraternity, whose members wanted to be able to extort ridiculously high prices for the carrying of goods out of the city to the boats.

The looting inside the city has quite stopped and, owing to the exertions of the police, much of the plunder has been recovered. The writer was permitted to see a roomful of this loot and, an extraordinary collection it was, including bundles of shoddy goods taken haphazard from shops, and also a quick-firing gun and various rifles, cartridge pouches etc., that had apparently been abandoned by the Luk Kwan. The search for looters continues and quite a number were seen at various police stations yesterday and to-day. The magistrates are, at present, dealing very lightly with these offenders in fact everything that can pacify, reassure or ingratiate the people as a whole is being done.

Most of the Kuomintang leaders still remain in exile, Governor General Lung's popularity is certainly increasing, and the merchants, as a whole, express their entire confidence in him. The telephone service is still badly out of order and much inconvenience is being experienced. In the outside districts trouble still prevails and is likely to do so. Passengers by the S. S. Heung-shan heard a good deal of firing up the river at 5 a.m. yesterday. This proves to have been an altercation between pirates and artillery. The former wanted to get possession of some big guns and made a determined attack on some of the artillery men, firing off volley after volley and only being driven off when some cannon shots were fired. It is thought that the pirates were led by ex-artillerymen.

Last night it was reported that all the Sunning district is in the hands of the pirates. The General Lung has determined to crush, and troops are proceeding in that direction. The Sunning district is now under the control of the Government. These regiments are gradually being distributed, going to Shik Wai Tong, Shik Lung, San Shui, etc.

Some of the Lung's men were very frank in their expressions of opinion of the Luk Kwan, when questioned by a European who speaks their dialect. "They cannot fight," they observed. "They will never be able to fight. They have no heart."

A good deal of the interest that is almost excitement is being expressed at the news that Admiral Li Chun is about to arrive. It is stated that the cruisers Hsi Chi and Hsi Yang are on the way here.

(Continued on Page 5.)

(Continued on page 1.)

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10.00 p.m. "HEUNGSHAN." 5.00 p.m. "FATSHAN."

TUESDAY, 19th AUGUST.

8.00 a.m. "HONAM." 8.00 a.m. "KINSHAN."

9.00 p.m. "FATSHAN." 2.00 p.m. "HEUNGSHAN."

10.00 p.m. "KINSHAN." 5.00 p.m. "HONAM."

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Tjikini... JAVA... 1st half Aug... S'HAL... 2nd half Aug.

Tjipanas... S'HAL... 2nd half Aug... JAVA... 2nd half Aug.

Tjitaroom... JAVA... 1st half Sept... S'HAL... 1st half Sept.

Tjiluwong... JAVA... 1st half Sept... S'HAL... 1st half Sept.

Tjilatjap... JAVA... 1st half Sept... JAPAN... 1st half Sept.

Tjimali... JAPAN... 2nd half Sept... JAVA... 2nd half Sept.

Tjibodas... JAPAN... 2nd half Sept... S'HAL... 2nd half Sept.

Tjimanok... JAPAN... 2nd half Sept... JAPAN... 1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

T. "phon" No. 375 Work Building

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer Tons Captain Date of Sailing

S.S. "Nippon Maru" ... 11,000 ... A. G. Stevens ... Aug. 26, at noon

S.S. "Tenyo Maru" ... 22,000 ... E. Bent ... Sept. 1. "

S.S. "Hongkong Maru" ... 11,000 ... S. Togo ... Sept. 19. "

S.S. "Shinyo Maru" ... 22,000 ... H. S. Smith ... Sept. 25. "

S.S. "Chiyo Maru" ... 22,000 ... W. W. Greene ... Oct. 17. "

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday 26th August at noon.

These steamers are equipped with Turbine Engines and Triple

All steamers carry Japanese Government wireless telegraph and telephone and post office.

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA

27,000 tons, twin screws, 27,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws

Also Nile, 10,000 tons, China, 10,000 tons, and Persia, 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unexcelled opportunities, than by any other route.

For a return ticket to London the cost is less. To San Francisco via Japan and Honolulu the cost is less. For the INTERMEDIATE SERVICE First Class accommodation is provided for 250 to London (return ticket \$100) and to San Francisco via Japan and Honolulu (return ticket \$100).

Steamers: Mongolia 27,000 Tons Starting Aug. 23, at 1 p.m.

Persia 9,000 Sept. 13, at noon.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG, From MANILA.

Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

Sept. 13 PERSIA Sept. 25 Sept. 10 KOREA Sept. 14

Oct. 14 CHINA Oct. 17 Oct. 30 SIBERIA Sept. 26

Oct. 28 NILE Oct. 30 LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier). R. C. MORTON. Telephone No. 141

Hongkong, 15th August, 1913.

Panama-Pacific International Exposition—San Francisco—1915.

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Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20 per cent. on the full Fares.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days)

Steamships. Captain Leaving.

HAIYANU... A. E. Hodgins... TUESDAY, 19th Aug., at 11 a.m.

HAITAN... J. B. Roach... FRI., 22nd Aug. at 11 a.m.

HAICHING... W. C. Passmore... TUESDAY, 26th Aug., at 11 a.m.

FOR SWATOW.

HAIMUN... J. W. Evans... WED., 20th August, at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.

General Managers.

LOG BOOK

Silk Shipments.

The T.K.K. in receipt of cable advice from their Yokohama Agent to the effect that the silk shipped on the s.s. "Hongkong Maru" then arrived in New York at 8 a.m. on the August 11 being 9 days nine hours after steamer's departure at San Francisco.

The T.K.K. are in receipt of cable advice from their Yokohama Agent to the effect that the silk shipped on the s.s. "Shinyo Maru" July 12 arrived in New York at 8 a.m. on the August 13, being five days and nine hours after steamer's arrival at San Francisco.

Motor Lifeboats.

During the past twelve months, or longer, the advisability of equipping steamships with motor lifeboats has been under consideration. In the report of the Departmental Committee on Boats and Davits, issued recently, the question of the mechanical propulsion of ships' boats dealt with at length in Part V. This section of the report read as follows:—

79. In considering the question of mechanical propulsion for ships' boats we have confined our attention to the problem of fitting motors or other engines in ships' boats of the size and type at present in use. The future may see the introduction of a larger type of lifeboat which is superior in many respects to the existing lifeboat. In such circumstances the recommendations on this part of our reference may require modification, although, even if the size of the lifeboats were increased, it is doubtful whether it would be necessary or desirable that they should all be fitted with mechanical propulsion.

80. We have assumed that the expression "mechanical propulsion" in our reference embraces the question of propulsion by any kind of mechanical gear, even if the gear is operated by hand power alone. We have, therefore, examined all schemes for the manual propulsion of ships' boats which have been put before us. We are convinced that no method of manual propulsion which we have seen is as efficient and simple as ordinary oars, and therefore when we use the term mechanical propulsion in this report we exclude from that term all methods of manual propulsion.

61. The present regulations governing the carriage of mechanically propelled boats as part of a ship's complement of lifeboats are contained in General Rules 5 of the new Life-Saving Appliances Rules. This rule is as follows:—

"Motor Boat. A motor boat may be carried as a lifeboat subject to the following conditions:—
(a) It shall be applied, and proper appliances must be provided for putting it into the water speedily to the satisfaction of the Board of Trade.

(b) It shall be adequately provided with fuel, and kept as to be at all times fit and ready for use.

(c) Where the number of lifeboats carried is not less than four and less than 10, one of them may be a motor lifeboat, where the number of lifeboats is not less than 10 and less than 15, two of them may be motor boats; and of every five lifeboats beyond 10 one may be a motor lifeboat. The Board of Trade may, on the application of an owner, allow an increased proportion of motor lifeboats to be carried, if they are satisfied that the efficiency of the life-saving equipment will not thereby be diminished.

82. We recommend that the carriage of mechanically propelled boats should be optional for all classes of steamships. But since the efficiency of a lifeboat for saving life is not diminished because it is fitted with a motor, we recommend that whatever be the number of boats carried on any ship, the shipowner should be allowed the option of carrying one mechanically propelled boat if he so desires.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

SHANGHAI.....CHOYSANGT...Mon., 18th Aug. at 4 p.m.

SHANGHAI.....HANGSANGT...Thurs., 21st Aug. at noon.

S'PORE, Penang & C'outta. LOVAT...Fri., 22nd Aug. at 2 p.m.

MANILA.....YUENSANGT...Sat., 23rd Aug. at 2 p.m.

S'PORE & S'bay.....ONSANGT...Tues., 26th Aug. at 2 p.m.

S'PORE, Penang & C'outta. SUISSANGT...Fri., 29th Aug. at 2 p.m.

MANILA.....LOONGSANGT...Sat., 30th Aug. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" "Kumsang" "Lovat" "Yatsing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. General Managers. [8]

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamship Date of Sailing

LONDON, ROTTERDAM.....FALLS OF ORCHY about 21st August

& ANTWERP....."Glen" Joint Service

New Trans-Pacific "Shire" & "Glen" Joint Service

VICTORIA V'COVER ST'LE.....DEN OF CROMBIE about 24th Aug.

TACOMA & FLAND....."Glen" Joint Service

VICTORIA V'VER ST'LE.....DEN OF GLAMIS... 21st Sept.

TACOMA & FLAND....."Glen" Joint Service

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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AGENTS. [94]

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON. EASTWARD.

The S.S. "FULTALA" 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 27th August at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to **JARDINE, MATHESON & CO., LTD.**
AGENTS. [1]

Telephone No. 215. Hongkong, 18th August, 1913.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

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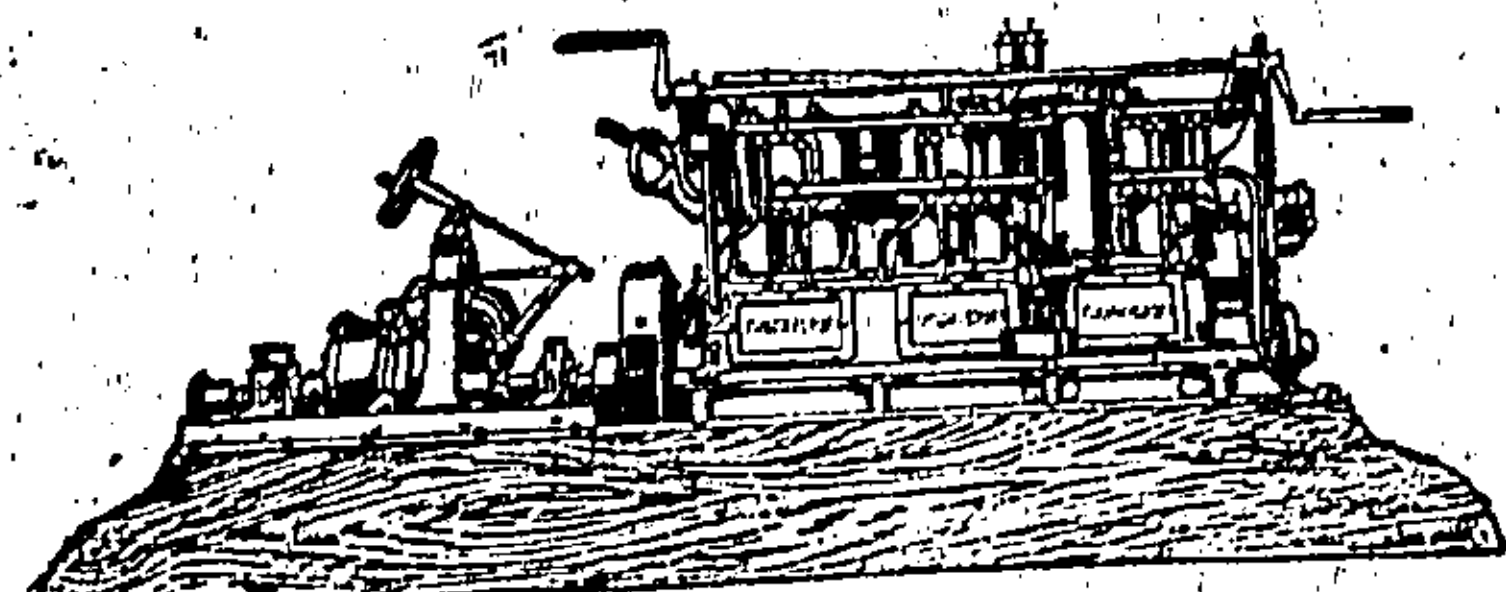
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Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

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HONGKONG, CHINA & JAPAN, AGENTS.
Telephone Address: "TAIKOODOCK."
TELEPHONE No. 22.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Falls of Orchy	J. M. & Co.	20 August
London & Antwerp via Singapore, &c.	Namur	P. & O. Co.	20 August about
Havre Bremen & Hamburg &c.	Silesia	H. A. L.	26 August
Havre, Emden and Hamburg &c.	Suevia	H. A. L.	4 Sept.
Marseilles, Rotterdam, Hamburg & Antwerp, &c.	O.J.D. Ahlers	H. A. L.	7 Sept.
Marseilles via S'gon, S'pore, O'bo, Port Said	Chili	M. M. Co.	28 August
Marseilles, London & Antwerp via S'pore, &c.	Miyasaki Maru	N. Y. K.	27 August
Trieste, Fiume, Venice via Singapore, &c.	Vorwarts	S. W. & Co.	2 September about
Naples, Genoa, Algiers, Gibraltar, S'lon,	P. Alice	M. & Co.	20 August
Glasgow & Antwerp, ...	Glenroy	S. T. & Co.	20 Aug. about

New York, San Francisco and Canada.

Boston and New York	Kansas	B. L.	2 Sept.
San Francisco via Keelung & Japan &c.	Mongolia	P. M. Co.	23 August
San Francisco via Shanghai & Japan, &c.	Nippon Maru	T. K. K.	26 August
San Francisco via Manila and Japan, &c.	Persia	P. M. Co.	13 Sept.
Victoria, B.C., & Seattle via Keelung, &c.	Tamba Maru	N. Y. K.	26 August
V'cover, S'le and/or T'coma, & Fl'nd (Or.)	Ucheamark	H. A. L.	27 August
Victoria, B.C., & Tacoma via Keelung, &c.	Canada Maru	O. S. K.	23 August
do do do do do do	Tacoma Maru	O. S. K.	4 September
Vancouver via Shanghai and Japan, &c.	Monteagle	C. P. R. Co.	30 August
do do do do do do	E. of Japan	C. P. R. Co.	27 August
Vancouver, Portland, &c.	Den of Glamis	J. M. & Co.	21 August
Mexican, Peruvian and Chili Ports via Japan	Buyo Maru	T. K. K.	4 October

Australia.

Australian Ports via Manila	Changeha	B. & S.	25 August
do do	Nikko Maru	N. Y. K.	27 Aug.
do do	P. Waldemar	M. & Co.	6 September
do do	St. Albans	G.J.L. & Co.	19 Sept.

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do	Tjinhai	J. O. J. L.	Quick despatch
do do do	Tjiliwong	J. O. J. L.	Quick despatch
Japan	P. Waldemar	M. & Co.	19 Aug. about
Kobe	Hirano Maru	N. Y. K.	26 Aug.
Kobe and Yokohama	Austria	S. W. & Co.	30 Aug., about
Yokohama and Kobe via Shanghai	Saigon Maru	O. S. K.	22 August
Moji, Kobe and Yokohama	Zafiro	S. T. & Co.	25 August
Manila, Mangarin, Iloilo and Cebu	Kueichow	B. & S.	19 August
Weihaiwei, Chefoo and Tientsin	Taming	B. & S.	19 Aug.
Manila, Cebu and Iloilo	Kumano Maru	N. Y. K.	26 August
Nagasaki, Kobe and Yokohama	G. Apoor	D. S. & Co.	20 August
Shanghai, Kobe and Moji	Yeddo	A. N. & Co.	7 Sept.
Shanghai, Moji, Kobe & Yokohama	Nore	P. & O.	23 Aug., about
do do do	Ohli	M. M. Co.	Quick despatch
Shanghai, Kobe & Yokohama	Magellan	M. & Co.	20 Aug., about
do do do	Luetzow	J. O. J. L.	Quick despatch
Shanghai, Tsingtau, Kobe and Yokohama	Tjilatjap	J. O. J. L.	Quick despatch
Shanghai, Tsingtau, Kobe and Yokohama	Tikini	J. O. J. L.	Quick despatch
do do do	Tjipanas	J. O. J. L.	Quick despatch
do do do	Africa	S. W. & Co.	31 August
do do do	Devanha	P. & O. Co.	28 Aug., about
do do do	Choysang	J. M. & Co.	18 August
do do do	Chonan	B. & S.	23 Aug.
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	19 Aug.
do do do	Haiching	D. L. & Co.	26 Aug.
do do do	Haitan	D. L. & Co.	22 Aug.
Singapore, Penang, & Calcutta	Tongva	D. S. & Co.	19 Aug.
do do do	Lovat	J. M. & Co.	22 August
do do do	Suisang	J. M. & Co.	20 August
Singapore, Penang, Rangoon & Calcutta	Kirin Maru	N. Y. K.	23 Aug.
Singapore and Sourabaya	Onsang	J. M. & Co.	26 August
Amoy and Takao via Swatow and Amoy	Sochu Maru	O. S. K.	20 Aug.
Bombay via S'pore Port S'ham, Pen'ge & O'bo	Luzon Maru	O. S. K.	4 Sept.
Jessellon, Kudat and Sandakan	Borneo	M. & Co.	End of Aug.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Swatow, Japan, Macao, Shanghai, Philippines,	Haiyang, Minnesota, Sui Tai, G. Apoor, Taming.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Shanghai, Sandakan, Sabang, Shanghai, Moji, Shanghai,	Monteagle, Borneo, Shimosa, Princess Alice, Torilla, Hangsang.

AMERICAN MAIL.

The American Mail ex the s.s. Tenyo Maru has been transferred to the s.s. Empress of Japan which steamer is scheduled to arrive here on Thursday 21st inst. This is on account of the s.s. Tenyo Maru calling at Manila.

CANADIAN MAIL.

The C.P.R. s.s. Monteagle left Shanghai on the 16th inst., at 10 a.m. and is due to arrive Hongkong on the 19th inst., at 5 a.m. The C. P. R. s.s. Empress of Russia left Vancouver on the 13th inst.

GERMAN MAIL.

The I.G.M. s.s. Luetzow carrying the German Mails with dates from Berlin of the 23rd July left Singapore on the 15th inst., 4 p.m. and may be expected here on or about the 20th inst., at daylight.

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

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Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Falling Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Adriatic, Black, Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
S.S. SENEGAMBIA 28th Aug.	S.S. SUNDMARK 20th Sept.
S.S. UCKERMARK 28th Aug.	S.S. ARABIA 6th Oct.
S.S. LIBERIA 19th Sept.	S.S. SEGOVIA 20th Oct.
S.S. ALBENGA 20th Sept.	S.S. ALTAMARO 5th Nov.
For M'elles, Havre, D'kir & H'burg; S.S. BERMUDA 30th Aug.	For Havre, Bremen & Hamburg; S.S. SCANDIA 22nd Sept.
For Havre, Bremen & Hamburg; S.S. SILEBIA 22nd Aug.	For V'var, S'le, and/or T. & P. (Or.); S.S. G. FERD LAEISZ 30th Sept.
For Marseilles & Hamburg; S.S. SAXONIA 24th Aug.	For Havre & Hamburg; S.S. SENEGAMBIA 1st Oct.
For V'var, S'le, and/or T. & P. (Or.); S.S. UCKERMARK 27th Aug.	For Emden, Hamburg & Antwerp; S.S. SPZIA 6th Oct.
For Havre, Emden & Hamburg; S.S. SUEVIA 4th Sept.	For Rotterdam & Hamburg; S.S. SACHSEN 12th Oct.
For M'elles, R'tedam, H'burg & A'warp; S.S. O.J.D. AHLERS 7th Sept.	For Havre, Bremen & Hamburg; S.S. LIBESIA 19th Oct.
For Havre & Hamburg; S.S. BELGRAVIA 15th Sept.	For V'var, S'le, and/or T. & P. (Or.); S.S. ANDALUSIA 25th Oct.

For Further Particulars, apply to **Hamburg-Amerika Linie,** Hongkong Office. [12]

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD. AUTOGENOUS WELDING. Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

Russian Volunteer Fleet.

The Steamers of the Russian Volunteer Fleet running between Vladivostok and Odessa via Ports regularly, will call at Hongkong Once a Month both ways.

For Freight, Passage and further particulars please apply to **Capt. D. A. LUKHMANOFF,** Agent.

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Telephone No. 1224.

Hongkong, 31st July, 1913

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BRITISH and in the GERMAN Navy

ULDERUP & SCHLUTER.

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21, CONNAUGHT ROAD CENTRAL.

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Dewar, J. Mrs. L.
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Mrs. Hyde, Capt.
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Crew, Mr. and Key, Dr.
Mrs. A. B. Lewington,
Cecil, Miss Capt. J. S.
Coyne, F. Lorrie, F.
Frith, A. McGrath, J.
Fearon, C. Michael, Miss
Freese, M. Mowat, Capt.
Frampton, Miss Poole, Mrs.
Gooding, S. Pannecord, J.
Gourier, V. Romaine, Miss
Greenhill, Miss Smith, R.
Weismann, C.

Oraigieburn.

Caldwell, Mr. Meurer, Mrs.
Carpenter, Mr. McDougall, Mr.
Carpenter, Mr. and Mrs.
Cornell, W. A. Reynolds, Ma-
Kydd, Mr. and dame & mon-
Mrs. slame
Galbraith, V. Smith, Mrs. G.
M. Smith, E. G.
Guernier, Mrs. Wood, E. M.

Notice

HIMROD'S
Gives Instant Relief
No matter what your respiratory
organs may be suffering from—whether
ASTHMA, INFLUENZA,
NASAL CATARRH, or
ORDINARY COUGH,
—you will find in this famous remedy
a restorative power that is simply
unmatched.
PACED FOR
SOLD IN ALL
DRUG STORES
AND
CURE FOR ASTHMA

MOVEMENTS OF
STEAMERS.

MERCHANT STEAMERS.

The s.s. Torilla from Kobe left
Mojil on 14th inst., morning and
may be expected here on or about
19th inst., a.m.
The s.s. Dilwara from Calcutta
left Singapore on 15th inst., and
may be expected here on or
about the 20th inst., a.m.
The I.G.M. s.s. Princess Alice
left Shanghai on the 16th inst., at
6 a.m. and may be expected here
on or about the 19th inst., at 6
p.m.
The N. Y. K. s.s. Hirano Maru
(European Line) left Calcutta for
this port via Singapore on the
14th inst., and is expected here
on the 27th August.
The N.Y.K. s.s. Kumano Maru
(Australian Line) left Thursday
Island for this port via Manila on
the 14th inst., and is expected on
the 25th inst.
The N.Y.K. s.s. Miyazaki Maru
(European Line) left Yokohama for
this port via ports on the 13th
inst., and is expected here on the
25th inst.
The N. Y. K. s.s. Sado Maru
(American Line) left Seattle for
this port on the 12th inst., and is
expected here on the 14th Sept.
The N. Y. K. s.s. Kirin Maru
(Calcutta Line) left Yokohama
for this port via ports on the 10th
inst., and is expected here on the
22nd inst.
The N. Y. K. s.s. Ava Maru
(American Line) left Seattle for
this port via ports on the 29th
July and is expected here on the
31st inst.
The I. C. N. S. s.s. Fooksang
from Calcutta is due at Hong-
kong on the 26th Aug.
The I. C. N. S. s.s. Hangsang
from Shanghai is due at Hong-
kong on the 19th August.
The S. L. s.s. Den of Crombie
from London is due at Hong-
kong on the 20th August.
The S. L. s.s. Harpalay from
Portland is due at Hongkong on
the 31st inst.

VESSELS IN PORT.

Steamers.

Ajax, Br. s.s. 4477, G. S. Thom-
son, 14th inst.—Nagasaki
10th inst. Gen.—B. & S.
Ataka Maru, Jap. s.s. 2481, N.
Naguchi, 14th inst.—
Chinwantau 7th inst.
Baron Androssan, Br. s.s. 2775, L.
M. Reid, 13th inst.—Kobe
7th inst. Gen.—Gillman.
Ochoising, Ger. s.s. 1,021, F. Bruhn,
12th inst.—Saigon 7th
inst., Rice.—B. & S.
Heldis, Nor. s.s. 1,065, J. Jorgensen,
8th inst.—Macassar
30th July, Sugar.—J. C.
J. L.
Kenkon Maru, Jap. s.s. 2,184, T.
Yamamoto, 14th inst.—
Mojil, Coal.—Mitsubishi.
Kyado Maru, Jap. s.s. 1,965, S.
Matsaki, 14th inst.—
Newchwang 7th inst.
Coal.—M. B. K.
Kweilin, Br. s.s. 1,073, Milles,
14th inst.—Swatow 13th
inst., Ballast.—B. & S.
Landrat Scheiff, Ger. s.s. 1,620, A.
Struve, 11th inst.—Saigon
8th inst., Rice.—S. & Co.
Minnesota, Jap. 13,323, J. W.
Garlock, 11th inst.—
Seattle—Wash Gen.—N.
Y. K.
Rajah, Ger. s.s. 1,275, T. Boies-
thy, 12th inst.—Sanda-
kan 5th inst., Timber,
M. & Co.
Rajaburi, Ger. s.s. 1,189, C. Wolff,
13th inst.—Saigon 9th
inst., Rice.—B. & S.
Soshu Maru, Jap. s.s. 999, D.
Fruchigami, 13th inst.—
Swatow 17th inst., Gen.—
O. S. K.
Solveig, Nor. s.s. 2,389, O. S. Bogh,
13th inst.—Java 2nd inst.,
Sugar.—A. T. & Co.
Teintau, Ger. s.s. 1,002, F. Brick-
ling, 11th inst.—Hohow
10th inst., Rice.—M. &
Co.
Thongwa, Br. s.s. Robins, 14th
inst.—Mojil 10th inst.—
Coal & Gen.—D. Sassoon.
Heimfeld, Ger. s.s. 2,620, Hollirn,
15th inst.—Hamburg
15th inst., None.—D.
Gregory Apcar, Br. s.s. 2,961, J. E.
Drake, 15th inst.—Cal-
cutta 1st inst., Gen.—D.
Sassoon & Co.
Kwongwai, Ger. s.s. 2,789, F.
Minkwitz, 15th inst.—
Bangkok, Rice & Meal.
—N. G. Lloyd.
Clara Jensen, Ger. s.s. 1,103, T.
Bendissen, 15th inst.—
Bangkok 14th inst., Rice.
—C. M. S. N. Co.
Unkal Maru, Jap. s.s. 2,725, Y.
Nagato, 31st July—Mojil
24th July, Coal.—M. B. K.
Kuelohow, Br. s.s. 1,220, Forsyth,
14th inst.—Tientsin 8th
inst., Gen.—B. & S.
Lovat, Br. s.s. 3,801, R. Glegg,
15th inst.—Kobe 10th
inst., Gen.—D. & Co.

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From LEITH, MIDDLESBRO,
LONDON AND STRAITS.
S.S. "BENLOMOND"
CONSIGNEES of Cargo are hereby
informed that all goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
30th inst. will be subject to suit.
All Claims against the Steamer must
be presented to the Underwriter on or
before the 30th inst., or they will not
be recognized.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
20th inst at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 18th August, 1913. [42]

FROM EUROPE.

THE H. A. L. Steamship
"SCANDIA"
Captain Jochims, having arrived,
Consignees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, at Hong-
kong and/or Kowloon, whence delivery
may be obtained against Bills
of Lading countersigned by the Under-
writer.
Optional Cargo will be carried on
unless notice to the contrary be given
to-day.
All claims must be presented within 10
days of the steamer's arrival here, after
which date they cannot be recognized.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
19th inst., will be subject to suit.
All broken, chafed, and damaged
Goods must be left in the Godowns,
where they will be examined on the 19th
inst. at 9.30 a.m.
No Fire Insurance will be effected by
us in any case whatever.
This steamer brings on Cargo:—
ex. s.s. "Trelleborg" from Abu-
dukh, "Germant" from Goteborg
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 18th August, 1913. [43]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE
& MOJI.

THE Steamship
"THONGWA"
having arrived from the above ports,
consignees of cargo are hereby infor-
med that their goods will be delivered
from alongside.
Cargo impeding the discharge will be
landed at consignees' risk and expense
into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and
Kowloon Wharf and Godown Company
Limited.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 14th August, 1913. [48]

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN
PORTS & MANILA.

S.S. "MONGOLIA"
The above mentioned vessel having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading
for countersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will be
landed immediately at consignees' risk
and expense.
All Cargo remaining undelivered Tues-
day the 19th inst., at noon will be
landed at consignees' risk and expense.
Cargo remaining undelivered Satur-
day August 23rd 1913, at noon, in
addition to landing charges will be
subject to storage charges.
No Fire Insurance whatever will be
effected.
All chafed and otherwise damaged
cargo will be examined at the above
Company's godown Friday August
22nd, 1913, at 10 a.m.
No claims will be entertained un-
less accompanied by short delivery note
or list of exceptions taken at the time of
delivery to consignees and signed for and
on behalf of the Pacific Mail S.S. Co.
All claims must be filed on or before
September 16th 1913, otherwise they
will not be recognized.
O. H. BITTER,
Acting Agent.
Hongkong, 18th August, 1913. [432 Hongkong, 23rd May, 1912.

Consignees

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
AND SHANGHAI.

THE Steamship

"NIPPON MARU."
The above named steamer
having arrived, Consignees of Cargo are
hereby notified to send in their Bills of
Lading for countersignature, and to
take immediate delivery of Cargo from
alongside.
Cargo remaining undelivered on Sat.
August 16th at noon will be landed at
consignees' risk and expense and delivery
must then be taken from the Company's
Godown.
No Fire Insurance whatever will be
effected.
No claim will be recognized after the
Goods have left the Godown, and all
Goods remaining undelivered on Sat.
23rd at 5 p.m. in the afternoon, will be
subject to rent and landing charges.
All chafed and otherwise damaged
Cargo to be left in the godown,
and examination of same to be held on
August 27th at 10 a.m.
All Claims must be filed on or before
August 30th, otherwise they will not be
recognized.
S. MORIMOTO,
Agent.
Hongkong, 15th August, 1913. [460]

NOTICE TO CONSIGNEES.

From CALCUTTA, RANGOON,
PENANG & SINGAPORE.

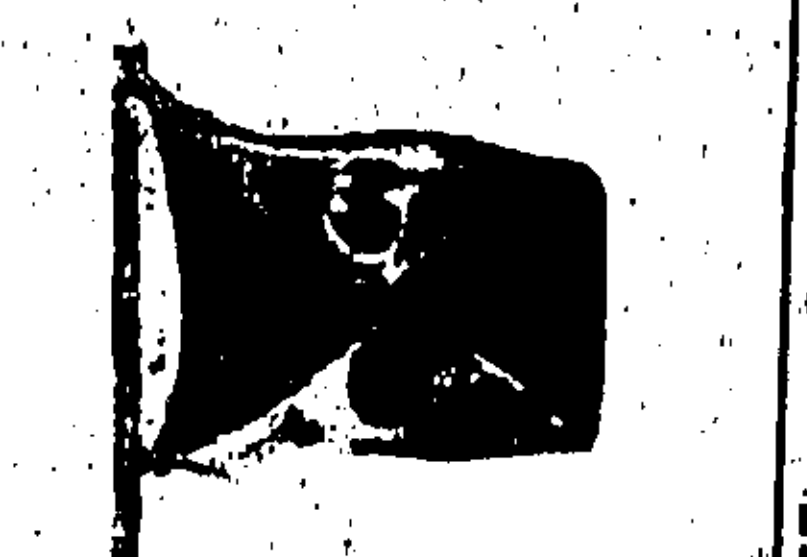
THE Steamship

"GREGORY APCAR,"
having arrived from the above ports,
consignees of cargo are hereby infor-
med that their goods will be delivered from
alongside.
Cargo impeding the discharge will be
landed at once, at consignees'
risk and expense.
Cargo remaining on board after 4 p.m.,
of the 16th inst., will be landed at con-
signees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 16th August, 1913. [41]

To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong—New York.

FOR NEW YORK & PORTS &
SUEZ CANAL.

(With liberty to call at the Malak
Coast)
S.S. "BLOEM" on or about 22nd
S.S. "FONTEN" on or about 29th
For freight and further information,
apply to
SHEWAN TOMES & Co.,
General Agents.
Hongkong, 6th August, 1913. [348]

THE AMERICAN AND
MANCHURIAN LINE.(BUCKNALL STEAMSHIP
LINES LTD.)

THE Steamship

"KANSU"
Captain R. Linvill, will be dispatch-
ed from Hongkong on or about 2nd
September for
BOSTON AND NEW YORK.
(With liberty to call at the Malak
Coast.)
For freight and further particulars
apply to
THE BANK LINE Limited
Agents.
Hongkong, 12th August, 1913. [369]

Notice

WING KEE & CO.

47-49, Connaught Rd.,

SHIP CHANDLERS.

PROVISION & COAL

MERCHANTS

Notices

M. Y. SAN & CO

CONFECTIONERS
GROCERS
RESTAURANTEURS

92-94-96 Queen's Road Central, Hongkong.

Telephone No. 1057.

Soda Fountain
AMERICAN Any Cool Drinks
Ice Cream

FIRST CLASS RESTAURANT

\$0.70 CENTS A MEAL

A LA CARTE AT ALL HOURS.

BEAR BRAND



MILK.

NATURAL SWISS
MILK STERILISED.

This Milk once opened, keeps longer than
ordinary Milk and can be used for any purpose for
which ordinary Cows' Milk is generally used.

SOLE AGENTS.

F. BLACKHEAD & CO.,

Tel. 66.

ST. GEORGE'S BUILDING.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.
AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

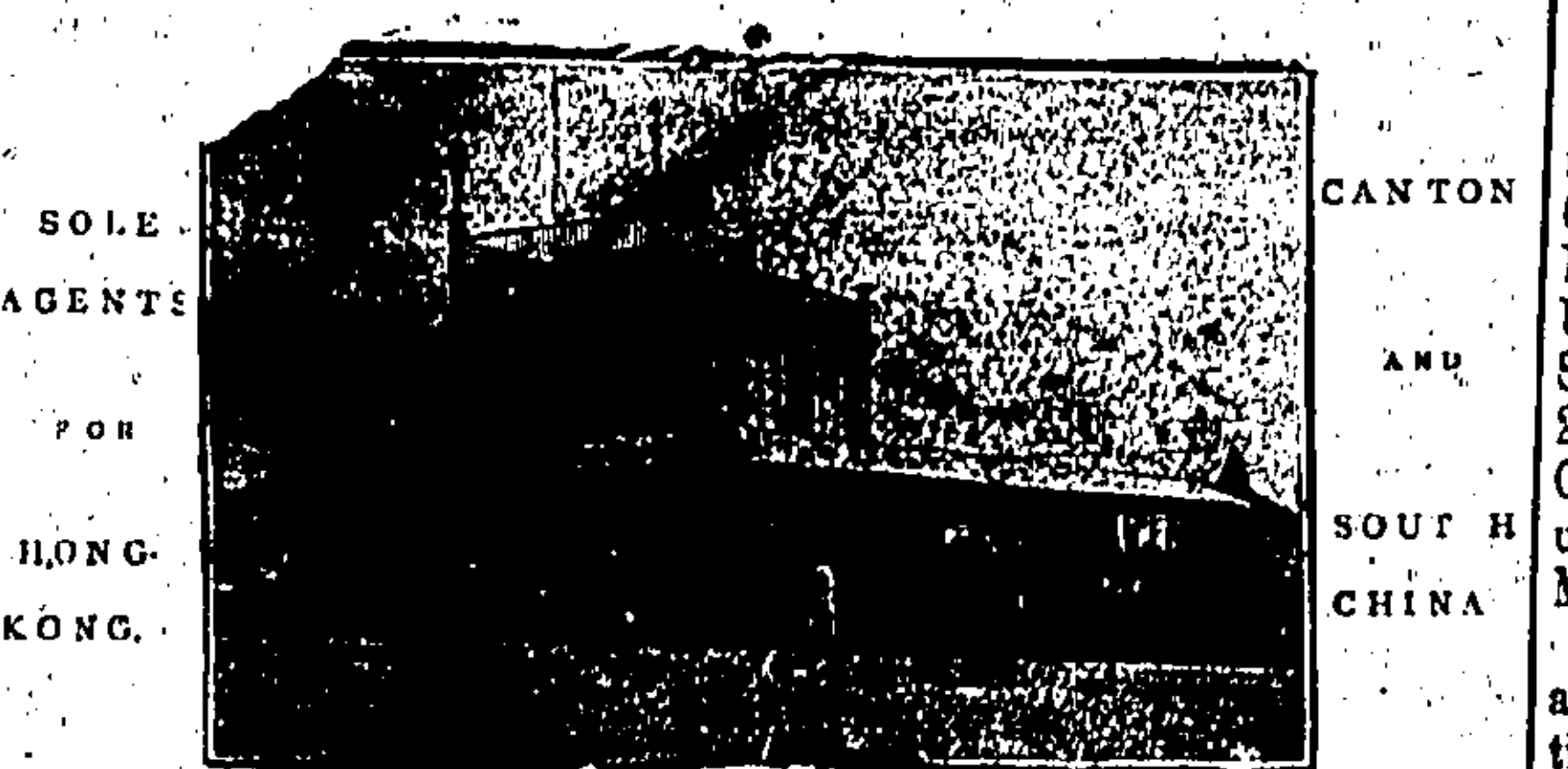
HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court, Telephone: 1450

SOLIGNUM

It is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great
covering power, and in addition to its preserving properties makes a most artistic stain on all
woodwork, whether inside or out.
MADE IN SEVERAL SHADES OF BROWN, GREEN & RED.
The unique effect of the "Solignum" woodwork of the new Star Ferry Pier at Hongkong has been
treated with "Solignum".



SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

DOCTORS ON SEA
BATHING.

At the meeting of the British
Medical Association at Brighton a
lively discussion took place on
the merits of sea-bathing. It was
opened by Dr. Tyson, of Folke-
stone.

He said that the best time to
bathe was between breakfast and
lunch, and the proper time for
bathing was from five to 15
minutes. Slow dressing was as
bad as slow bathing. He con-
sidered that every one who was
using sea-bathing for health pur-
poses should know fully the
following rules:—

1. Do not bathe after a full
meal or after much wine, that is,
with a loaded stomach. 2. Do
not bathe when exhausted by ex-

ercise or over-fatigue, nor when
chilled and cold. 3. Do not bathe
more than once a day. 4. Do not
as a general rule exceed five or
six minutes in bathing. 5. Do
not remain in the water till the
respective glow subsides and chilli-
ness takes its place. 6. When
heated and perspiring, but not
exhausted and fatigued, do not
wait till the surface has cooled
down before entering the water.

7. Do not enter it feet foremost
unless obliged by local circum-
stances to do so. 8. Do not loiter
over your dressing. 9. Do not
forget to take brisk exercise after
your bath.

The people who suffered most
were the excursionists, many of
whom on immediate arrival dash-
ed into the sea regardless of
whether, beach, temperature,
clothes, and length of time they
stayed in. The wonder was that
more serious troubles did not
occur. Yet sickness, headaches,
and exhaustion were far from
common.

Local Mill.—Sales Nil.
Japanese Yarn.—Sales of about
400 Bales of 20s at \$144 to 146
per bale.

Sundry Articles.—Owing to
the disturbed state of China,
Chinese dealers are abstaining
from purchasing big quantities,
but are looking for small lots for
their immediate requirements. In
imports sales are reported in
Cloves at \$40 to 44 (per Pion),
Kiamiss at \$11 (per Pion), Halli-
bore at \$14 to 16 (per Pion), and
Gum Olibanum at \$10 (Pion).
In exports the Chinese were
(Continued on page 9.)

Notices.

WE have much pleasure in announcing to our
numerous patrons and customers that we
have opened

A New SILK STORE

In the most up-to-date style and fashion at the large
and

Commodious Premises No. 38 & 40

Queen's Road Central,

lately occupied by Messrs. H. Ruttimann & Son,
where we are displaying an entirely new, handsome
and gorgeous stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and
attractive designs and patterns.

The stock includes a choice selection of
Turkish, Persian & India Silk.

Carpets & Woollen Rugs

in choice and elegant patterns.

Prices specially reduced for summer.

Closest store in the Colony.

An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 28th July, 1913. [349]

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese
graduate varied in literature
has been a teacher to European official
and merchants in this Colony for over
ten years.
He has a good method of training
Europeans to pass in the Chinese ex-
amination, and is possessed of a first
rate certificate as a Chinese teacher.
He has also a good knowledge of
Mandarin and Hakka.
Those who intend learning the Chi-
nese language are requested to write care
of "Hongkong Telegraph" office or
direct to 37 Hollywood Road, 1st floor
Hongkong, 28th Jan. 1913. [714]

COMMERCIAL.

Messrs. Setna's Report.

Messrs. S. D. Setna & Co.'s
Fortnightly Report (From 1st
to 15th August) states:—

Bengal Opium:—Though the
situation in China is rather trying,
Opium market ruled firm, and
prices show a good advance.
Sales are reported of about 18
Chests of Patna New at \$4125 to
4350, per Chest, 149 Chests of
Patna Old at \$4025 to 4200 per
Chest, 34 Chests of Benares New
at \$3950 to 4125 per Chest, and
18 Chests of Benares Old at
\$3875 to 3900 per Chest, in all
about 219 Chests. Clearances
are reported of 24 Chests of Patna
New, 95 Chests of Patna Old, 17
Chests of Benares New, and 4
Chests of Benares Old, in all
about 140 Chests. Unsold Stock
is estimated at about 1890 Chests,
comprising about 227 Chests
of Patna New, 1099 Chests
of Patna Old, 383 Chests of
Benares New, and 301 Chests of
Benares Old. Sold but unclear-
ed stock:—26 Chests of Patna New,
168 Chests of Patna Old, 34 Chests
of Benares New, and 92 Chests of
Benares Old, in all about 320
Chests. Market closes firm.
Closing quotations (price per
Chest) are as under:—Patna New
\$4305, Patna Old \$4250, Benar-
es New \$4200, Benares Old
\$4000.

Malwa Opium:—A good busi-
ness is reported of about 138
Chests at \$7350 to 3550 (per
Pion). Clearances about 94 Chests.
Unsold Stock about 976 Chests.
Sold but unclearer stock, about
294 Chests. Market closes firm.
Closing quotations (per Pion) as
under:—Malwa New \$3350;
Malwa Old \$3500 to 3600.

Ootton:—Nothing doing. Stock
about 700 Bales. Closing quota-
tions \$25 to 28 (per Pion).
Yarn:—Owing to the unsettled
state of affairs in Canton, market
ruled weak, and some of the
importers in fear of a further
decline began to sell their hold-
ings at about \$2 to 3 lower
than last rate. Sales:—
In all about 1,500 Bales, com-
prising 100 Bales of No. 10s,
150 Bales of No. 12s, 100 Bales of
No. 16s and 250 Bales of No. 20s.
Unsold Stock is estimated at
about 35,000 Bales. Sold but
uncleared Stock is about 51,000
Bales.

Local Mill.—Sales Nil.
Japanese Yarn.—Sales of about
400 Bales of 20s at \$144 to 146
per bale.

Sundry Articles.—Owing to
the disturbed state of China,
Chinese dealers are abstaining
from purchasing big quantities,
but are looking for small lots for
their immediate requirements. In
imports sales are reported in
Cloves at \$40 to 44 (per Pion),
Kiamiss at \$11 (per Pion), Halli-
bore at \$14 to 16 (per Pion), and
Gum Olibanum at \$10 (Pion).
In exports the Chinese were
(Continued on page 9.)

COMMERCIAL

(Continued from page 8.)

hasty sellers, and were eager to quit their holdings at cheaper rates, in consequence a good business was reported in Cassia at \$13 1/2 to 14 (per Picul), Onasia Buds at \$30 (per Picul), Green Beans and White Beans at \$4 (per Picul), Fire-Crackers at \$8 to 20 (per Picul), Sugar Candy at \$11 (per Picul), Vermillion at \$66 to 68 (per Picul), Preserves at \$3 (per Box), and Galangal at \$5 (per Picul).

Freight Report.

Messrs Lamke and Ragge's Freight Circular, dated Hongkong 17th August, states:—

Writing under date of 2nd August we described the market as weakening, and as will be seen from the list overleaf, chartering business concluded during the fortnight under review has been very limited, while rates in most cases show a material decline. This is mainly due to the ascription having put the Conting trade in the South as well as in the North completely "out of gear," and we fear this state of things must continue as long as the troubles last. In the absence of any demand whatever from Saigon and Bangkok, and the fact that August-September is always more or less dull months, there is little prospect of an early improvement.

Saigon to Hongkong business has continued to a couple of fixtures, a regular liner leaving on taken up for part cargoes by a combination of shippers at 10 cents per picul, whilst a steamer intended for Bangkok run has accepted 5 consecutive trips (no charter). Saigon to Hongkong option Singapore at 17 cents per picul only. There is no further demand for the present and nominal quotation stands at 17 cents. Rice exports during this season amount to total 649,724 tons, compared with 421,000 tons during some period of last year. Quotation for Rice stands for August-September shipment No. 2 White round sifted at \$3.58 against \$7.50 per picul, same period last year.

Saigon-Philippines:—This is practically the only trade giving steamer employment on a fairly paying level, though owners may have to reckon with long delays in the Philippines during the present typhoon season. A few charters were effected on basis of last rate, i.e. 30 cents per picul, after which a vessel otherwise under Timecharter for Bangkok trade was satisfied with 23 cents per picul.

From Saigon to other destinations we have not heard of any settlements. Bangkok:—This market is still in a very depressed condition and liners as well as a number of the Timechartered boats are freely offering in the open market for employment in other directions. The Berth rate has declined to 20 cents inside and 12 cents per picul outside the bar.

Newchwang:—On account of the local bean market and the trouble in Canton, no fresh chartering seems probable for some time to come.

Timecharter:—The Germ S.S. "Sexta," 992 tons net reg. is reported fixed for local account, after expiration of her present charter in March next, for 12 months. Private terms.

Coal: Freight from Japan:—The supply of tonnage has greatly exceeded the demand and rates have suffered a further decline in consequence.

Fixtures Reported:—Mojil-Hongkong \$1.75, Wakamatsu-Swallow \$2.80, Hongkong-Canton option Swallow \$2.50/\$2.40, Hongkong-Saigon \$2.00, and Port Courbet-Canton \$2.40, per ton.

Surgical Miracles.

As the result of the investigation undertaken by Dr. H. O. Forbes, the well-known ornithologist, the cause of the diminution in the quantity of guano in the islands off the Peruvian coast appears to have been discovered. In 1911 nearly all the birds on some of the islands forsook the nests containing the newly-hatched young, and did not return, thus leading to an enormous mortality among the young. Dr. Forbes believes this parental neglect to be due to the effects of an exceptionally severe earthquake shock, which caused wholesale migration.

Entertainments

VICTORIA THEATRE.

PROGRAMME

MONDAY 18TH,

THE DRAMATIC FILM

"THE PRIVATE INQUIRY OFFICE"

IN TWO PARTS

THE COMIC PICTURES
Highbrow Punchers
The Sleeper

A SIXFOLD DUEL

AND
FUNNICUS' CIRCUS

"GAUMONT GRAPHIC"

NO 235

Latest news from the world, containing the festival at Berlin in occasion of the Emperor's Jubilee, 16th June 1913.

HUGE SUCCESS OF

Olga Montez & Kitty Raynor.

THE BIJOU.

PROGRAMME FOR

TO-NIGHT

TRYING TO GROW
THE COUNTRY MOUSE
JIM JOINS THE HARRIERS
AND OTHER NEW FILMS.

A Veteran Marksman.

Mr. J. Callier, who made 33 out of 35 in the "Graphic" competition at Bisley, is said to be the oldest shot in the world. He certainly is the oldest at Bisley. Mr. Callier, who is over 70, joined the Coldstream Guards in 1857, and shot for his regiment in 1859, a year before the foundation of the National Rifle Association. For two years he was champion of the Brigade of Guards.

South African Politics.

A decade ago the name of the late Mr. Sauer was better known to newspaper readers in this country than it is to-day. During the South African War he came over to England to take part in the "stop the war movement," after having in vain urged the Cape Dutchmen in his own district not to rebel. Of somewhat advanced views, Mr. Sauer was in favour of woman suffrage, and held to the belief that the superiority of the white over the black races was only due to superior education.

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

THE CHINA & MANILA STEAMSHIP CO., LTD.

THE Thirtieth Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, St. George's Building, 6, Connaught Road, Victoria, on THURSDAY the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY the 25th August, to THURSDAY the 28th August, 1913, both days inclusive.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th Aug. 1913. (899)

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 5, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Reserve: \$7,000,000 (Gold)
about \$4,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities of the World.

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Exchange

Selling.	Buying.
T/T. Demand 1/11 13/16	4 m/s. L/O 2/- 3/4
30 d/s 1/11 15/16	4 m/s. D/P 2/- 1/4
60 d/s 2/- 1/16	6 m/s. L/O 2/- 9/16
4 m/s. 2/- 1/16	30 d/s. Sney & Melbourne 2/- 3/4
T/T. Shanghai 73 1/2	30 d/s. San Foo & New York 40 1/2
T/T. Singapore 85 1/2	4 m/s. Marks 2.08 1/2
T/T. Japan 97	4 m/s. Franks 2.55
T/T. India 148 1/2	6 m/s. do 2.58
Demand India 149	Bar Silver, ready 27 5/16
Demand, Manila 97	forward 27 7/16
T/T. San Foo & New York 48 1/2	Gold Leaf per tael 50
T/T. Java 120 1/2	Bank of England rate 4 1/2
T/T. Marks 20 1/2	Sovereign 10.03
T/T. Franks 2.50 1/2	

Subsidiary Coins.	Opium Quotation.
Discount per \$100	Aug. 1.
Chinese ... 20 cts. pieces \$7 1/2	Malwa, New ... \$3.200 per pic.
Chinese ... 10 " \$7 5/8	Malwa, Old ... 3.300
Hongkong 20 " \$5 1/2	Patna, New ... 4.125 per che.
Hongkong 10 " \$7 1/16	Patna, Old ... 3.975
	Benares, New ... 3.900
	Benares, Old ... 3.825

SHARE REPORT.

S-SELLERS

TYPHOON.

(Continued from page 1.)
 pointed there by the waves, it was an interesting exhibition of the power of water under certain circumstances. The writer does not propose to solve the problem of their appearance, but simply to leave matters with a bare statement of fact, that they were there.

Of course there were no river steamers to be seen, but, in the main, their jetties seemed to stand the strain imposed on them, save in the case of flimsy Chinese structures, the front of one of which was in imminent danger of being blown across the road, while one, well past Wing Lok Street had worked loose from the Praya and trembled under the concussion of the waves which badly damaged it. Here and there an odd sampan was high and dry on the land side of the Praya and these were in decidedly a better condition than those which remained afloat. The only apparent casualty was a chicken, whose battered body told an eloquent tale of a wet and untimely end.

The trams were not running; the roads were quite impassable for them, and the stretch on the Western Praya was in many places covered with stones washed out of the road, which suffered considerably from a very forcible erosion. Des Voeux Road was very extensively flooded, being well high covered with water.

A Veritable Genius.
 Laden sanitary carts were held up and had to be abandoned, and most of the shopkeepers had resorted to many quaint devices to prevent water entering their premises. One man—a veritable genius—had closed his door and made it water tight by caulking the crevices with wax. He at least compared very favourably with the two foks in another shop, who swept water into a kerosene-tin-dustpan more vigorously than the result justified, or with another gentleman, who with solemn mien and reverential air, scattered strips of yellow paper to the wind. Whether it was an instance of the triumph of mind over matter or not, is quite clear, for at the time the devotee's shop was notified, but he certainly was not taking any chances. The amount of paper he dispensed was sufficient to pacify the most exorbitant of Celestial deities.

Inland, but on the same level, there was little out of the common, and the only interesting sight was to see a family hanging grimly, to a damaged window, which paterfamilias was endeavouring to re-affix in its customary position. The pathetic earnestness of the whole family to take a hand in the affair was more than evidenced by the facility with which they got in each other's way.

In Kowloon.
 A walk round Kowloon after the full fury of the storm had died down showed that considerable damage had been done by the cyclonic gales. Trees everywhere had greatly suffered. In all the principal thoroughfares huge branches had been wrenched clean off and lay about the roads, will in some instances—especially in Granville Road, which is usually an avenue of greenery—big trees were to be seen absolutely uprooted from grounds of the ground. A twenty-foot Chater coconut palm in the Bungalow also suffered in this

way. Quite a number of mat-sheds in various parts of the peninsula were demolished, telephone and electric-light wires were brought down, yards of fencing along the railway collapsed, and minor damages were sustained to many houses. At the height of the storm many residents ventured out and gathered along the sea front to witness the effect of the gale on the harbour. All sampans had taken to the shelter, however, and as the majority of the steamers had gone to Kowloon and Yau-mat Bays for refuge, the harbour was a very deserted appearance. All the public services in the way of traffic—the ferry, the railway and rickshaws—were, of course, suspended. Kowloon Ferry pier and the steamer wharves were completely submerged, while Police Pier was in a like plight and received a great deal of buffeting by the heavy seas running.

Club-House Wrecked.
 The greatest damage of all in Kowloon was that sustained by the clubhouses of the United Services Recreation Club. This structure was only erected some seven or eight months ago, and it was completely wrecked by yesterday's storm. It was a pretty, substantial-looking stone building with an expansive wooden roof. The place was scoured made fast at the first approach of the storm, but the terrific gales appear to have caught the projecting part of the roof, with the result that the whole of it was ripped completely from the beams and buried bodily into the grounds at the back of the building. When a "Telegraph" representative visited the place the sight was a pitiable one. With the carrying away of the roof the ceilings had fallen in, and in some places the walls had also given way. Everything was in utter confusion. Pooks, overhead fans, window-shutters, card-tables, ancient weapons, tok cases, etc., lay piled up one upon the other; carpets were ruined; the piano covered in masonry; and destruction apparent everywhere. From what could be observed, the masonry on which the beams and roof depended was extremely poor, and this, no doubt, accounted for the disaster. The loss will be a heavy one for the club, as the building cost a big sum and the amount has not yet been fully paid off. The place has been completely wrecked and will require rebuilding from top to bottom.

It should be mentioned that householders were put to great inconvenience during the time the storm raged, as with all windows and shutters securely shut there was no electric light available, the supply giving out. This meant that those without other means of securing light were in darkness for several hours. In the evening the service was resumed, though even then the light was intermittent.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

THE BEST COFFEE

is the Cheapest in the end, and one of the very best is LOTUS MOKHA COFFEE. In the Cup it is rich, winy and fragrant—the key-note of an appetizing breakfast—a satisfying close to a busy day.

OBTAINABLE FROM

ALL GROCERS.

H. RUTTONJEE & SON,
 14, QUEEN'S ROAD CENTRAL



POST OFFICE.

The Monteagle with the Canadian mail, and mail from London via Siberia of Friday, the 1st inst., leaves Shanghai on Sunday, the 18th inst., at 10 a.m., and may be expected to arrive here on Tuesday, the 19th inst., at daylight.

The Luetzow with the German Mail left Singapore on Friday the 15th inst., at 4 p.m., and may be expected to arrive here on Wednesday, the 20th inst., at daylight.

MAILS ARRIVED TO-DAY

Haiyang, Coast Ports.
 Tamba Maru, Shanghai and Japan.
 Narrung, Mexico.
 Mathilde, Hothow & Baiphong.
 Fall of Orchy, Shanghai.

MAILS DUE.

Canadian and Siberian, Monteagle, 19th inst.
 German, Luetzow, 20th inst.

MAILS CLOSE.

Tsingtau, Wei-hai wei, Chefoo, Newchwang and Tientsin—Per Kueichow, 19th Aug 3 p.m.

Swatow, Amoy & Foochow—Per Haiyang, 19th inst., 10 a.m.

Macao—Per Sui Tai, 19th August, 1.15 p.m.

Formosa, via Keelung, Japan via Nagasaki and Seattle—Per Minnesota, 19th Aug, 3 p.m.

Shanghai, North China and Japan via Kobe—Per G. Appar 19th inst., 2 p.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Princess Alice, 20th August, 9 a.m.

Straits and Ceylon—Per Namur, 20th inst., 9 a.m.

Saigon—Per Kansu, 20th Aug, 9 a.m.

Shanghai, North China & Japan via Nagasaki (Europe via Siberia)—Per Luetzow, 20th inst., 11 a.m.

Macao—Per Sui Tai, 20th August, 1.15 p.m.

Straits and India via Calcutta—Thongwa 20th inst., 2 p.m.

Philippine Islands—Per Taming, 20th inst., 3 p.m.

Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town—Per Baron Adreassan, 21st inst., 8 p.m.

Hothow, Haiyang, Pakhoi and Saigon—Per Hongkong, 21st inst., 9 a.m.

Swatow, Amoy and Formosa via Anping & Takas—Per Soshu Maru, 21st Aug., 9 a.m.

Shanghai and North China—Per Sangsang, 21st inst., 11 a.m.

Macao—Per Sui Tai, 21st August, 1.15 p.m.

Shanghai and North China—Per Anhui, 21st Aug., 3 p.m.

Swatow, Amoy and Foochow—Per Haitan, 22nd Aug., 10 a.m.

Straits and India via Calcutta—Per Lovat, 22nd Aug., 1 p.m.

Macao—Per Sui Tai, 22nd August, 1.15 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria and Tacoma—Per Canada Maru, 23rd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki Honolulu, United States, & South America, Canada via San Francisco (Europe via Siberia)—Per Mongolia, 23rd Aug., noon.

Macao—Per Sui Tai, 23rd Aug., 1.15 p.m.

Straits and India via Calcutta—Per Torilla, 23rd Aug., 2 p.m.

Philippine Islands—Per Yuen-sang, 23rd August, 1 p.m.

Shanghai & North China (Europe via Siberia)—Per Chenan, 23rd Aug., 5 p.m.

Swatow—Per Haimun, 24th inst., 9 a.m.

Philippine Islands—Per Zafro, 25th August, 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 26th August, 10 a.m.

Japan via Nagasaki—Per Kumano Maru, 26th Aug, 10 a.m.

SHIPPING NEWS.

ARRIVED.

Soshu Maru, Jap. s.s. 1,119, K. Tashiro, 18th inst., Swatow 15th inst., Gen.—O.S.K.

Bemuda, Ger. s.s. 4,590, Feldmann, 17th inst.—Shanghai 14th inst., Gen.—H. A. L.

Haiyang, Br. s.s. 1,363, E. A. Hodgins, 18th inst., Foochow, Amoy and Swatow 18th inst., Gen.—D. L. & Co.

Derwent, Br. s.s. 1,507, Jenkins, 16th inst.—Sourabaya 6th inst., Sugar.—Mat Pat.

Elger, Nor. s.s. 875, E. Fingelsen, 16th inst.—Newchwang 10th inst., Beans & Gen.—Kwong Hoi Tay.

Narrung, Eng. s.s. 3,775, N. A. Starker, 17th inst.—Mazatlan 18th July, Ballast.—Eng. Hok Fong.

Elax Br. s.s. 2,985, Smaut, 17th inst.—Hankow 9th inst., Ballast.—A. F. Co.

Kakuhata Maru, Jap. s.s. 1,933, 18th inst.—Mike 13th inst., Coal.—M. B. K.

CLEARANCES AT THE HARBOUR OFFICE.

August 16.
 Kwong Chan Wan for K. C. Wan Linan for Shanghai.

Yingehow for Shanghai.
 August 18.
 Haiyang for Foochow.

Choysang for Shanghai.

DEPARTED.

August 18.
 Signal for Haiyang.

American for K. C. Wan.

Bohemia for Trieste.

Tooshin for Faurang.

Sikiang for Haiyang.

Haimun for Swatow.

Empire for Melbourne.

Loongang for Manila.

Yatsing for Calcutta.

Kotokira Maru for Newchwang.

Jinsen Maru for Bombay.

Fukui Maru for Wakamatsu.

Soshu Maru for Canton.

Shoohu Maru for Tamsui.

Sibir for Saigon.

PASSENGERS DEPARTED.

Per s.s. Empire, departed from Hongkong 16th inst., for Australia.

Anglies, Hon. & Frederick, A. F. Miss M.

Bannemann Grey, W. W. Berkely, Mrs. Ling, S. W.

Carroll, Miss McNanny, Mrs. Carr, Master & Pope, Mrs. G.

Dingwall, J. Persico, J. J. Fulton, Peake, A. W. J.

Ford, Mrs. Webb, Miss L.

SHIPS PASSED THE CANAL.

London, 5th August.
 Arrivals from China:—Deucalion, Jason, Patroclus, Alesia, Laomedon, Sambla.

The following vessels have passed the Canal:—Benarig, Derflinger, Montrose, Indrakula, Magellan.

London, 8th August.
 Arrivals from China:—Mishima Maru, Benmoir.

The following vessels have passed the Canal:—Antenor, Kintuck, Nile, Stentor.

London 12th August.
 The following vessels have passed the Canal:—Benarty, Diomed, Indien, Koerber, Prinz Ludwig.

Sunda, Annam, Atlantique, Titan, Furst Bulow, Kish.

TIDE TABLE.

18th Aug. to 24th August, 1913.

Time	High Water	Low Water
Mon. 18	10.10	4.10
Tues. 19	10.20	4.20
Wed. 20	10.30	4.30
Thurs. 21	10.40	4.40
Fri. 22	10.50	4.50
Sat. 23	11.00	5.00
Sun. 24	11.10	5.10

WEATHER REPORT.

On the 17th at 14.30.—Black South Cone and Ball hoisted. At 19.10.—Signals lowered. On the 18th at 12.30.—Pressure has increased moderately over Formosa and N. Luzon and along the south-east coast of China. It is highest over the Pacific from the Bonins to the Loochoos.

A depression lies to the east of Japan.

At 6 a.m. this morning the typhoon was in about latitude 23° N. and longitude 105° E. having passed about 50 miles to the south of Hongkong at 11 a.m. yesterday, at the rate of about 25 miles an hour.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 3.95 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and S.E. winds, fresh to moderate; fair.

Neighbourhood S.E. winds, light or variable; fair.

2 Formosa Channel S.E. winds, moderate; S.E. winds, strong to moderate.

3 South coast of China between H.K. and Lamook S.E. winds, moderate.

4 South coast of China between H.K. and Hainan S.E. winds, moderate.

China Coast Meteorological Register.

18th August, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Westoak 7a 29.76 85 — 0 b

Nemuro 6a 29.71 — sse 1

Hakodate 2a 29.73 — n 1

Tokio 2a 29.65 — — 0

Koshi 2a 29.86 — — 0

Nagasaki 2a 29.95 — wsw 4

K'shima 2a 29.98 — w 1

Oshima 3a 30.01 — sw 1

Naha 3a 30.01 — — 0

Ishijima 2a 29.99 — nne 1

Bonin Is. 2a 29.29 — — 0

Chefoo — — — — —

Whaiwei 2a 29.83 72 95 nnw 4 b

Hankow — — — — —

Iohang — — — — —

Kiukiang — — — — —

Changsha — — — — —

Shanghai 2a 29.87 79 91 s 1 b

Gutzlaff 2a 29.90 81 — sw 3bm

Sharp P. 7a 29.94 84 — 0 b

Amoy 6a 30.04 83 79 sw 2 b

Swatow 2a 29.97 — — 0

Taihu 2a 29.95 — — 0

Tainan 2a 29.95 — — 0

Koshun 2a 29.79 — e 2

P'dores 2a 29.95 — ne 4

Canton 8a — — — — —

H'kong 6a 29.87 80 85 se 5 oq

Gap Rock 2a 29.87 76 — se 6 oq

Macao 2a 29.87 76 — se 6 oq

Wuchow 9a — — — — —

Pakhoi — — — — —

Hothow — — — — —

Phulien 6a 29.46 75 — sw 9 or

Tourane 2a 29.70 81 — nw 6 o

C. St. J. 2a 29.86 77 — 0 dh

Aparri 2a 29.92 74 — 0 b

Manila 2a 29.91 75 — ne 1 o

Legaspi 2a 29.88 77 — sw 1 o

Iloilo 9a 29.91 81 — sw 1 b

Bacolod — — — — —

Cebu 2a 29.90 83 — s 2 b

Labuan 2a 29.92 82 — s 2 b

T. F. Claxton, Director.

Hongkong Observatory, July, 18.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On Date On Date

Barometer 29.71 29.63 29.55

Temperature 85 80 79

Humidity 66 92 73

Wind Direction } W — W

Force } 1 0 1

Weather } b b c

Rain — — —

Highest open air Temperature on the 15th

H.K. Observatory 16th Aug., 1913.

T. F. Claxton, Director.

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SHANGHAI—DEVANHA, Capt. W. R. Hickey, about 28th Aug. Freight & Passage

LONDON, via Usual Ports, Capt. S. Barcham, Noon 30th Aug. Freight & Passage

LONDON & ANTWERP via Singapore, Penang, Ceylon, Colombo, Port Said, & Marseilles, Capt. A. Collyer, 10 a.m. 30th Aug. Freight & Passage

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